

No. 3642

THURSDAY, JANUARY 4, 1894.

THIRTY DOLLARS
PER ANNUM.**Banks.****THE NATIONAL BANK OF CHINA, LIMITED.**Authorized Capital 1,000,000
Subscribed Capital 500,000**HEAD OFFICE:—HONGKONG.**Court of Directors:—
D. Gillies, Esq. Chow Tung Shing, Esq.
Chan Kit Shan, Esq. Kwan Hoi Chuen, Esq.
H. Stollerfoht, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai and Amoy.

BANKERS:—

The Commercial Bank of Scotland.

Paris Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 16th November, 1893. [7]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL 2,000,000

CAPITAL PAID-UP 251,093.15.0

BANKERS:—

CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:—

No. 3, PRINCE'S STREET, LONDON.

BRANCHES:—

BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:—

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

ALLOWED ON CURRENT ACCOUNTS

and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,

Manager, Hongkong, 6th November, 1893. [32]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL 1,500,000

SUBSCRIBED 2,186,000

BANKERS:—

LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent.

per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months 5 per cent.

" 6 " 4 " "

" 3 " 3 " "

JOHN THURBURN,

Manager, Hongkong, 4th February, 1893. [20]

Auctions.**AUCTION SALE**

OF

HOUSEHOLD FURNITURE & EFFECTS.

The Undersigned have received instructions from J. R. SPINKS, Esq.,

2, Blue Buildings, to Sell by PUBLIC AUCTION,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE & EFFECTS,

AT HIS SALE ROOMS, 17, PRINCE CENTRAL,

(Reserved for Convenience of Sale),

ON SATURDAY next, January 6th, 1894,

(instead of as previously advertised),

AT 2.45 P.M. prompt,

Drawing-room, Dining-room and Bed-room

Furniture, Sideboard, Overmantels, Double and Single Wardrobes, Dressing Tables, Marble-top

Tables and Washstands, Fenders and Fire

Irons, Extension Dining Table, Chests of

Drawers, Double and Single Bedsteads, and

Various

HOUSEHOLD REQUISITES.

FOR SUNDRY ACCOUNTS,

Four Photographic Cameras and Complete

Outfit for Amateur Photographer, Cottage Piano,

Musical Boxes, Sewing Machine, Jirickisha,

and a small Consignment of Japanese Carpets,

Rugs and Mats.

On View from Friday,

SALE, TERMS:—Cash on delivery.

A. E. SKEELS & Co.,

Auctioneers & Valuers,

Hongkong, 2nd January, 1894. [49]

PUBLIC AUCTION

OF

OLD CHINESE PORCELAINS AND

CURIOS.

THE Undersigned has received instructions from the SUI-HING-LOONG CURIO

SHOP, PEKING, to Sell by PUBLIC AUCTION,

SATURDAY, the 6th January, 1894,

commencing at 2.30 P.M.

at his SALE ROOMS, DUNDRELL STREET,

(Just received from the North).

A VERY FINE COLLECTION

OF

OLD CHINESE PORCELAINS AND

CURIOS.

Comprising:—

A Variety of PORCELAINS in BLUE and

WHITE, FIVE-COLOURED, and other DECOR-

ATIONS. OLD LACQUERED JADE

BRONZES and CLOISONNE of the MING

DYNASTY and the REIGNS of KANG-HI,

K'UNG-LUNG, to more MODERN DATES.

SCREENS, CARVINGS, SILK EMBRO-

DERY, and other CURIOS.

At the Same Time will be sold,

A VERY FINE LOT OF

OLD JAPAN-SE TEMPLE BROCADES.

Catalogues will be issued previous to the Sale.

Lots on View from Friday, the 5th instant.

Terms of Sale:—As customary.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 2nd January, 1894. [44]

Insurances.**THE STANDARD ENDOWMENT ASSURANCE.**

1. AMONG THE MANY ADVANTAGES of this form of Assurance, the following may be mentioned:—

(a)—It secures an immediate Provision for wife and family or other relatives in event of early death.

(b)—It provides a Fund for Retirement.

(c)—It supplies an excellent investment for the regular accumulation of small fixed sums of money.

(d)—The Surrender and loan values are larger than under ordinary Policies.

2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCE—should the Policy-holder wish to discontinue future payments—he will be entitled to receive, on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Prospectus.

Full particulars on application,

DODWELL, CARLILL & Co.,

Agents,

STANDARD LIFE OFFICE.

Hongkong, 8th August, 1893. [747]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,

Agents.

Hongkong, 1st November, 1893. [415]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 24th November, 1893. [173]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 } \$331,333.33

EQUAL TO \$318,000.00

RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUEN MOON, Esq.

LOU TAO SHUN, Esq.

MANAGER:—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRINCE WEST.

Hongkong, 17th December, 1893. [974]

Amusements.**THE HONGKONG AMATEUR DRAMATIC CLUB.**

WILL GIVE PERFORMANCES OF THE COMIC OPERA

"PRINCESS TOTO,"

BY

GILBERT AND CLAY,

On the following dates:—

ON

January 6th, 9th and 13th, 1894.

Curtain to rise at 9 P.M. precisely each night.

Prices, \$3, \$2, \$1.

Seats for any of all Performances can be booked at Messrs. LANE, CRAWFORD & Co.,

Books of the Words of the Songs, price 15

cents, at the Booking Office.

A late Train will run a quarter of an hour after the fall of the Curtain, each night.

Hongkong, 3rd January, 1894. [43]

Notices of Firms.**NOTICE.**

MR. FREDERICK BROUGHAM MAR-

SHALL has This Day been admitted a

PARTNER in our Firm.

Amoy, 1st January, 1894. TAIT & Co. [58]

THE IMPERIAL INSURANCE COMPANY, LIMITED.

WE have This Day RESIGNED the

AGENCY of the above Company at

this Port, and the same is now Transferred to

Messrs. EDUARD SCHILLER & Co.

GIBB, LIVINGSTON & Co.,

Hongkong, 1st January, 1894. [52]

Maasonic.

S. T. JOHN

OF HONGKONG,

No. 618, S.C.

A MEETING of the above

LODGE will be held in the Prince

Hall, Zealand Street, TO-MORROW, the 5th

instant, at 8 P.M. promptly. Visiting

Brothers are cordially invited.

Hongkong, 3rd January, 1894. [44]

Intimations.**W. BREWER.**

HAS JUST OPENED

A FINE Collection of New Fancy Goods in PLUSH, HAND-PAINTED SILK, RUSSIA

and other fine Leather Goods.

Handsome Bound American Christmas Cards. Autograph Christmas Cards very pretty & cheap.

TOM SMITH'S CRACKERS.

Great variety of Children's Books for Christmas. All the Annual Volumes for Boys and Girls.

Handsome bound Books for presents. New Framed Pictures.

STYLOGRAPHIC PENS.

DANCING PUMPS, LADIES SHOES. TENNIS BATS, SHOES, BALLS.

New French Novels. Christmas Nos. of Graphic Illustrated.

"PEARS," "BLACK and WHITE," "QUEEN."

W. BREWER,

UNDER HONGKONG HOTEL,

QUEEN'S ROAD. [40]

Hongkong, 12th December, 1893.

CENTRAL HOTEL, SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address:—"CENTRAL SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river is the

centre of the Settlements, is now fitted with the latest modern improvements, including Bath

and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid

on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application, to the Manager. [736]

F. E. REILLY,

PROPRIETOR.

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East,

68, Queen's Road Central.

Hongkong, 11th December, 1893. [41]

LANE, CRAWFORD & CO.

NEW STOCK OF SADDLERY.

RACING GEAR.

STABLE REQUISITES.

RACING SADDLES, WHIPS, BRIDLES, WEIGHT CLOTHS, SADDLE CLOTHS,

ROLLERS, GIRTHS, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 30th December, 1893. [130]

KELLY & WALSH, LD.

JUST RECEIVED.

FRESH SUPPLIES

OF

CAPSTAN NAVY CUT TOBACCO 1 lb. & 1 lb. Tins.

WILLS' TRAVELLER BRAND TOBACCO 1 lb. Tins.

PIONEER BRAND TOBACCO 1 lb. Tins.

PAGODA BRAND TOBACCO 1 lb. Tins.

OTTO DE ROSE CIGARETTES Boxes of 100.

SWEET CAPORAL CIGARETTES Boxes of 500.

KINNEY'S STRAIGHT CUT CIGARETTES Boxes of 500.

KELLY & WALSH, LIMITED,

Hongkong, 29th December, 1893. [6]

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kromella"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS:—THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,

affords unequalled accommodation to travellers and others. It is situated in the centre of

the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf

(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping

Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cuisines being

under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to

spacious Verandahs, are lighted by gas and fitted throughout with electric communication.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public

BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers

and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are constantly on duty.

A. TUCKER

Manager.

Hongkong, 17th November, 1893. [110]

Intimations.**THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.**

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the

above COMPANY will be held at the Registered

Office of the Company, 13 and 40, Queen's

Road Central, on SATURDAY, the 6th day of

January next, at NOON, for the purpose of

receiving the Report of the Directors together

with a Statement of Accounts to 31st December,

1893.

The TRANSFER BOOKS of the Company

will be CLOSED from the 1st January to 8th

January, both days inclusive.

By Order,

HART BUCK,

Acting Secretary,

Hongkong, 29th December, 1893. [44]

THE FUNJONG MINING COMPANY, LIMITED.

NOTICE is hereby given that the SECOND

ORDINARY GENERAL MEETING of the

above COMPANY will be held at the

Office of the Company, Connaught House, on

FRIDAY, the 12th day of January, 1894, at

NOON, for the purpose of receiving the Report

of the Directors, together with a Statement of

Accounts to 30th September, 1893, and for the

election of Directors and Auditors.

By Order,

A. O'D. GOURDIN,

Secretary.

Hongkong, 30th December, 1893. [45]

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE.

THE BUFFET and the LADIES' WAIT-

ING ROOMS adjoining, will be OPEN

to the PUBLIC in a few days.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 13th December, 1893. [42]

THE SINGER MANUFACTURING COMPANY

For Sale.

IMPORTANT INTIMATION.

WILL SHORTLY BE READY.

(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDU-CHINA, NORTH BORNEO, THE PHILIPPINES, AND CORRA, FOR THE YEAR 1894.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and will be found THE CHEAPEST, MOST COMPLETE, AND MOST RELIABLE WORK OF THE KIND EVER PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Vladivostok, Formosa, the Treaty Ports of China and Japan, Cebu, China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics, taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1894 will contain a carefully revised INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG, The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *valuable* work for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PUBLISHERS, HONGKONG.

Hongkong, 4th January, 1894.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG. CONFECTIONERY, &c.

WE have just received our New Stock of CONFECTIONERY and are offering the same at prices suitable for the present bad times.

CHOCOLATE CREMES.

PATES D'APRICOT.

CHOCOLATE ALMONDS.

FANCY BOXES OF SWEETS of various kinds from 2 Dollars to 25 Cents.

SUGARED ALMONDS.

BURNED ALMONDS.

MIXED SWEETS.

TOM SMITH'S CRACKERS.

CIGARETTE CASES, CIGAR CASES, CARD CASES.

In SILVER, ELECTRO, SNAKE SKIN, RUSSIAN LEATHER, &c.

CIGAR & CIGARETTE HOLDERS, PIPES. Hongkong, 13th November, 1893.

A. S. WATSON & CO., LD.

WE INVITE ATTENTION TO OUR STOCKS

OF

CONFECTIONERY

AND

CHRISTMAS GOODS.

JORDAN ALMONDS, NOUGAT, BUTTER

SCOTCH, ASSORTED TOFFEES,

DRAGEES, PRALINES,

and a large selection

of

PURE CONFECTIONERY

from the leading Manufacturers.

CADBURY'S SPECIAL

CHOCOLATE CREMES.

PINE, APRICOT, CHERRY, LIME, GUAVA,

and other

FRUIT JELLIES

in great variety.

TOM SMITH'S

CHRISTMAS CRACKERS.

COLOURED OPALS

MOUNTED IN FLUSH,

representing favourite subjects.

A Large Assortment of

ENGLISH AND JAPANESE CHRISTMAS

CARDS,

of handsome and artistic designs, suitable to all

tastes and at moderate prices.

A. S. WATSON & Co., LIMITED,

The Hongkong Dispensary.

ESTABLISHED A.D. 1841.

Hongkong, 3rd November, 1893.

NOTICE TO SUBSCRIBERS.

FROM AND AFTER THE 1st OF JANUARY,

1894, THE SUBSCRIPTION TO "THE HONGKONG TELEGRAPH" WILL BE THIRTY

DOLLARS PER ANNUM, OR TWO DOLLARS

AND A HALF PER MONTH.

ALL SUBSCRIPTIONS MUST BE PAID IN

ADVANCE.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JANUARY 4, 1894

THE MEMBER FOR THE GREAT

UNPAID.

The "Great Unwashed" of this colony—that is the omnium, gallerum crowd of natural curiosities who form what for lack of a more appropriate name is known as the Bench of Justices—will assemble in solemn convocation on Monday next (Jan. 8th) to elect a member to represent their supposed special rights—we have always failed to see where any right, which is not common to the community at large, comes in as regards these amusing nondescripts.

—In the Hongkong Legislative Council, viz the Hon. OSTERICK PAUL CHATER, whose term of service has expired. As Mr. CHATER's re-election has never been in doubt, so long as that gentleman was willing to give his services for the benefit of the fair-weather grovellers and dilettantes who form such a large proportion

of this very much mixed community, the meeting convened by order of Governor ROBINSON through the medium of that popular and never-read abolitionist the *Government Gazette* will probably be attended by a notorious gin drinker, two whisky fiends, Mr. SHELTON HOOKER, and Mr. GRANVILLE SHARP—that is, of course, unless for interested reasons a "fake" is arranged, and in such case all the missionary twaddlers in the colony will roll up in regiments for conscience sake. But Mr. CHATER will be re-elected all the same.

The *Hongkong Telegraph* would infinitely prefer to have been left out in discussing this matter. Mr. CHATER is far and away the best man in the colony to represent the special interests (presuming they are not a myth) over which the rag-tag and bobtail of Hongkong, ranging from a fraudulently bankrupt ex-director of more or less defunct public companies to a 'dead' broker fourth-rate mercantile clerk who wouldn't be permitted to appear in a decent tap-room at home, claim to have an exclusive prerogative; but the *Hongkong Telegraph*, whilst admiring Mr. CHATER's exceptional qualities as a man and the indomitable energy and enterprise he has displayed in furthering Hongkong's interests, is not blind to the fact that the honorable gentleman is at times painfully lacking in that backbone which is so essential to a representative of the people in fighting an "official phalanx." Mr. CHATER, during his term of service in the Legislative Council, has done a lot of good work for his fellow-citizens, but in our opinion he might have done a great deal more, especially in supporting his colleague of the Chamber of Commerce, Mr. T. H. WHITEHEAD, in his crusade against official abuses which have made the Hongkong Government a by-word throughout the civilized world. The honorable member for the "Great Unwashed" has been too fond of temporizing, of playing with difficulties instead of tackling them; but, *malgré tout*, his record even as a legislator is unsurpassed and as already indicated, he will receive the unanimous suffrages of the dipomania before mentioned and the other philanthropists whose peculiarities are so well known.

However, our chief object in referring to this forthcoming election was to direct attention to the extraordinary policy adopted by our local contemporaries, and even in doing so, for that reason, we feel that the game is hardly worth the candle. Who cares for the opinions of the utterly discredited nonentities of the decrepit *Daily Press* and moribund *China Mail*? We sympathize with them in their unfortunate condition, and would gladly sign any petition to provide for their permanent transfer to some reputable Home for Lost Billy-goats. Mr. CHATER, according to the Wyndham Street mudheads, is not a bad sort of member of Council, but as his position as *Kaswick's* Share Bill is doubtful, and further, as he projected and mainly assisted to carry out, so far as it has gone, the Praya Reclamation Scheme, "confidence in his judgment has been shaken." Has it really? Yes, to some extent—for the reasons stated by the *Hongkong Telegraph*; but not, excepting by interested schemers, on account of Mr. CHATER's attitude on "Kaswick's Folly" or of the incalculable boon he bestowed on Hongkong, present and future, by his magnificent reclamation scheme. The *Daily Press* editorial "Joss" says that the Praya Reclamation scheme has turned out to be "some ten or twenty years in advance of the Colony's requirements," but he doesn't attempt to prove that allegation by fact or argument. He could not do so if he tried ever so hard. The Praya Reclamation is not a day before its time, it has become an absolute necessity if the health and well-being of the colony are to be protected; and in projecting and so materially assisting to carry out that great work, Mr. CHATER stands far ahead of any citizen Hongkong has ever produced. He will get credit for it after he is dead. That is the customary reward of men who, apart from the trivialities of every-day life, are truly great.

TELEGRAMS.

DAHOMEY.

PARIS, December 22nd. General Dadd reports that King Behanzin is gathering together the remnants of his army in the west of Dahomey.

SIAM.

December 23rd. M. Deloche speaks in the Chamber against the "better state" proposal in Siam.

LOCAL AND GENERAL.

The Local and General section of the City Hall at 9 o'clock.

The municipal court in Chicago is adjourned at 11 o'clock.

The rank of Commander has been conferred on Mr. H. C. Kingsford, first lieutenant of H.M.S. *Impetuous*.

It is stated that the only diamond fields in Russia are owned by Count P. P. Schouvaloff, whose estates comprise 300,000 hectares.

According to an American paper, the Louisiana tax-payers have been requested to pay their taxes at once and save the public schools from closing.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Cathartes* left Port Darwin for this port on the 29th ult.

The following appeared in a recent Transatlantic publication:—"Subscribers paying in advance will be entitled to a first-class obituary notice in case of death." Good!

An Emergency meeting of Perseverance Lodge, No. 1165, E.C., will be held in the Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9.30. Meeting precisely. Visiting brethren are cordially invited.

H.M.S. *Impetuous* leaves Hongkong about the middle of next month for a cruise in Java waters, returning before the end of March. Early in April the *Cathartes* is expected to arrive here, to replace her as flagship.

In the Supreme Court to-day, before Mr. E. J. Akeroy, Justice, with Mr. Hastings as a special assessor, the legal arguments in the *Kiock-Hobling* salvage case were concluded, and judgment was reserved.

The Sanitary Board met this afternoon, and as usual discovered a number of things which it had no power to do. The discussion of the five-gallon water supply was adjourned until next meeting on account of the small attendance to-day.

WHAT with the Rifles row in Africa and revolutions in Cuba, Brazil, Mexico, Honduras, and one or two other South-American states, the hot blood of old Spain, remarks an American contemporary, would seem to be literally boiling over just at present.

D'ARCY's Marconiens are again on show this evening at West Point. There was another big attendance last night and everybody went away enlightened. A detailed notice of this talented Company's entertainment is unavoidably held over until to-morrow.

MR. HEAN, who has for some time past been chief engineer of the *Propontia*, has resigned, and the vacancy thereby created on board the first triple expansion job ever built has been filled by Mr. MacDonald, late second engineer of the steamship *Emeralda*.

In reference to our report of the Warrant Officers' Club concert in yesterday's issue, it should be stated that Mr. G. South, R.N., has been president of the Club practically ever since he came to Hongkong, but the institution was started a short time before his arrival here, with Mr. J. McDonald, of the Torpedo Depot, as president.

The cost of a medical education in London, according to the *Hospital*, is from £30 to £100 per year for five years, less £150 to £200 to £250, making a total of £520 to £750. In this city, the *New York Medical Record* says, it would be \$600 a year for three years, and \$300 for fees as a minimum estimate.

The new five-masted bark *Millonburn* lately arrived at Philadelphia is ballast to load 100,000 cases of refined petroleum for Calcutta. She is 207 feet long, 45 feet beam and 25 feet depth of hold. She is a thoroughly modern sailing ship, now on her maiden voyage, and is owned by R. W. Shankland & Co. of Greenock, who own the well-known "Burn" line of sailing vessels.

THUS the Chicago *Times*—"We shall probably have to lick the present provisional government of Hawaii out of its boots to replace Queen Liliuokalani on the throne, despite the fact that this nation's authorized representatives fostered and made possible that same provisional government. Such diplomacy is worthy of the code formerly in favor with the potentates of the Barbary coast."

WORTH the Paris man-milliner, is quoted as saying: "Make your own style. Everything is in fashion to the fashionable woman. One woman should not wear a dress because another woman does. If a slashed Venetian sleeve goes well with an empire skirt, wear it by all means, and call it 'style à la seld' if you will. That does not matter, if it is becoming."

She smiled behind her fan; My heart beat high with hope, and through my veins Love's fever ran. She smiled again. I seized her little hand: She smiled me with a look of sudden fear. And then explained the reason why she smiled— My necktie had slipped up behind my ear.

The erratic Missouri river is, it is said threatening, and will most likely accomplish the complete destruction of the town of East Atchison, Mo., on the opposite bank from Atchison, Kan. The stream has been eating a new channel for several months, and during the last summer has washed away over 300 acres of land. It is now within an eighth of a mile of East Atchison, and the destruction of the little town with many thousands of dollars' worth of valuable property is regarded as inevitable and the people are moving away as rapidly as possible.

At the Police Court this morning Mr. H. P. Tooker, C.E., the Public Works Department, who had been charged with a Chinese quarryman for encroaching on Crown lands, was shown to be a little previous. It transpired in evidence that the quarryman was engaged in some excavations and in so doing carried his cuttings to the extreme limit of the land leased to him, which converged on a public road, a portion of which fell in on the quarryman's property; the latter, whose excavations were thereby filled in with Government stones and rubble, becoming the aggrieved party, and not the P. W. D. Mr. Tooker, however, did not see the matter in that light, and it was not until Mr. Wedderburn, the presiding magistrate, pointed the true situation out to him and dismissed the case that he seemed to realize that he had been a trifle too hasty and that it was the hapless quarryman who should, if any one, have recourse to the law. Mr. Tooker, C.E., like the rest of mortals, doubtless was and is human.

We are informed by the Agent of the Austrian Lloyd's S. N. Co. that the Company's steamer *Giulia* left Shimonoseki for this port at 5 p.m. yesterday.

The Brazilian Government (says the *N. Y. Maritime Register*) could not make a better stroke of policy to maintain control of the country and aid the people than by purchasing the fleet of fine steamers formerly owned by the U. S. & Brazil Mail Steamship Co. These steamers would be the nucleus of a fine merchant marine for that country, which, with its vast sea coast could support a home line most profitably.

There is a bill pending in Congress providing for the issuing of postal fractional currency, in denominations of 4, 10, 20, and 50 cents. This, according to the *Philadelphia Ledger*, is intended to furnish the public with a convenient form of money for transactions through the mails. It is to displace the postal notes, which are expected to be withdrawn from sale on January 1st, 1894. This fractional postal currency would be denominated at its face value and without the formality now necessary to get a postal note. There are branches of business involving small transactions which would be sensibly aided by such a currency for inclusion in letters.

W. L. DAYTON in the *Methodist Recorder* gives the following definitions:— Gentleman—A young man of leisure who lives on his father's money and his grandfather's reputation. Politician—A man who will sell all that he hath and go and buy an office therewith. Statesman—A politician who is on the winning side.

Fad—Something everybody does because somebody else does. Charity—Supporting the church. Paying \$5 for a \$10 sermon. Giving to the poor what you can't possibly use yourself. Perfectionism—Crying because everything doesn't go our way.

THE supply of fresh water to the ships frequenting the waters of this colony is a matter of the importance of which few people pause to consider. For years past delay and annoyance have frequently been caused to shipmasters owing not only to the inferior quality of "fresh" water supplied by the heterogeneous fleet of clumsy water-boats in use here since the year 1, but on account also of the length of time it usually takes for one of the "torpedo fleet" to get along-side and discharge after the signal for fresh water has been hoisted. Mr. J. W. Kew, late of Carmichael & Co., was not long in perceiving that a change could be better effected by supplanting the sailing water-boats with steam water-boats, and he accordingly ventured on the enterprise in June last with a first-class water-bulk propelled and pumped out by steam. That this policy and far-sighted speculation based his calculations on good data there can be no manner of doubt, for he has now seen his way to adding a new steam water-boat "No. 2" to the nucleus of what promises to become quite a formidable fleet of useful and highly profitable vessels in the near future.

DONALD MURRAY, a newspaper man of Sydney, N. S. W., employed on the *Sydney Morning Herald*, has invented and patented, in the United States and other countries, a device which bids fair to revolutionize the methods of newspapers all the world over. By this invention an operator in New York, with a key-board before him like that of an ordinary typewriter, can not only produce type-written "copy" in New Orleans, but it is claimed, can operate a typesetting machine and deliver his matter thus in lead ready for the "forms." Not only that, but the same operator, by using a number of telegraphic lines, can set up the same copy simultaneously in a dozen different places. In this operation only ordinary telegraphic currents are used, such as are capable of being relayed, and are subject to all conditions of ordinary telegraphy. The work can be done at the same speed as an ordinary typewriter is operated, and dispenses with all clock-work mechanism, synchronously moving type wheels, and other cumbersome devices. It is said to be capable of manipulating some eighty different characters.

THE "BALMORAL" MINES.

As a number of shareholders largely interested in the success of this enterprise are now endeavoring to raise sufficient funds in Hongkong to resume work at the mines under proper management, and as very favorable bulletins are said to have lately been received from those in charge, the following report of a visit paid to Mount McDonald in July, 1891, by the Editor of the *Hongkong Telegraph* may be worth reproduction:—

Having a few days to spare whilst in Sydney in July last, and knowing the great interest taken in the Balmoral gold mine by a considerable number of Hongkong and Coast Port residents who have capital invested in that hitherto unproductive, not to say unprofitable undertaking, I made inquiries as to the feasibility of running up to Mount McDonald and personally seeing all that was to be seen with a view to the majority of shareholders has been from the beginning very much a *terra incognita*. Meeting Mr. Kenneth Stevens, the Secretary of the Balmoral Gold Mining Co., Ltd., who had been sent down by the Directors in Hongkong to specially investigate and report on certain matters connected with the management at the mine and the position of affairs generally, at the Oxford Hotel, Sydney, where I had pitched my camp, he courteously informed me that no difficulties, excepting the bitterly cold and miserably wet weather and the discomfort attendant on "roughing it" in an out-of-the-way mining township, stood in the way of my projected trip, and that every facility would be afforded me by the manager (Mr. Walton) to have a good look round, and to form whatever opinion the circumstances warranted. Mr. Stevens, who had only a short time previously paid an official visit to the "Balmoral" with a well-known Australian mining expert, was, of course, not disposed to be particularly communicative as to the results of his mission, at all events until the same had been submitted to the Board of Directors, and probably he preferred that I should form my own independent views without prejudice one way or the other; but from what he rather hinted than actually stated, I inferred that prospects of big dividends in the immediate future for the long-suffering shareholders were, if not altogether hopeless, at least a remote contingency. However, having thus arranged preliminaries and cleared the way, I lost no time in starting on my journey for the *El Dorado* which a little more than a year ago had infused such high expectations in the bosoms of numerous Hongkong investors, but which, alas! so far have only realized disappointed hopes.

As very few local readers of the *Hongkong Telegraph* are acquainted with the exact locality of the "Balmoral"—as a matter of fact most of the shareholders know nothing whatever about it—it will be as well to say that this gold

mine is at Mount McDonald, in the South Wales, over two hundred miles from the north-west of Sydney.

Under favorable circumstances, and in the summer season the journey would no doubt be enjoyable, as the scenery contains many striking views and places of special interest; but it was my fate to have to face a perisite and most depressing series of rain storms which had been general for the previous fortnight and which completely spoiled my attempts to enjoy the lovely scenery of the Emu plains and Blue Mountains. The railways in New South Wales are not exactly paradises; if I might, without immediate personal danger, be permitted to express my honest views on the subject, and as regards this particular line, I do not hesitate to say that there is no railroad in the habitable globe with so many extraordinary curves, the effects of which, especially to delicate or sleepless travellers, are many and various. It was 8 p.m. when the Great Western express (what's in a name, etc.) left Sydney, and the passengers certainly had "a night of it." You can get "chow" (of a sort) on the Australian railway, but it is invariably of the refreshment room pattern—boiling a up of the weakest type and stuck as tough as the side of an old water buffalo, at a cost of 6d. And there are also sleeping cars, but they are not very comfortable, and for that excluding charge I had to pay through the nose—a rather serious matter for a poverty-stricken journalist who couldn't send in his little bill to the Hongkong and Shanghai Bank or the China Borneo Company, Limited, with a certainty of its being liquidated on account of alleged services rendered—or otherwise. There is a joke in this latter remark which nobody but the late "Daniel" McCulloch, the present Tom Jackson, the ex-director of the Balmoral, and the writer of this pilgrimage thoroughly understands. But to return to our steak and onions—a favorite dish at the Balmoral mine, as Mr. Orange, C.E., and other local scientists who have been there, will readily testify. After dinner the *salon*—excuse my French, Mr. Editor, but I once took a cheap trip from London Bridge to Dieppe and the *Anglo Franca* has stuck to me ever since—was quickly transformed into a series of sleeping chambers, and I am not ashamed to own that I found a shelter for Murphy—with a seat worthy of a better cause. *Marked*! Long before daylight—say at about 4.45—the Mount McDonald passengers changed carriages at a God-forsaken place called Blayney, and then the fun really commenced. I am accustomed to terrific jolting; I have ridden Australian buck-jumpers, steered an Egyptian donkey through the arid deserts surrounding Grand Cairo and Suva, and once, when roads were not, scaled Victoria Peak on board a Mongolian race-horse, but the shaking-up we were subjected to on this line of railway was a thing of quite recent construction, having all the discarded rolling stock of other lines in New South Wales, not to speak of the wear on their last legs—put all previous ones to quiescence in the shade. The recollection of my brute body haunts me still. At 7 a.m., unless the train is late, and the oldest inhabitant can't remember when it was late, Woodstock is reached, and our journey by rails is accomplished. The train falls in torrents as I wend my way towards the only "pub" that, strange to say, this country town of corrugated-iron shanties contains. A meagre fare for breakfast and an exorbitant charge here to be mildly put up with, and then arrangements have to be made for the journey by coach to the Mount, a distance of about 14 miles.

The landlord of the hostelry is anxious to be obliging in a rough and ready way; he is interested in China and Japan, and as he is an old miner of varied experience, I am interested in any reliable information he may be able to afford regarding the Balmoral enterprise. Fortune favors me decidedly; the worthy host is in no way inclined to be reticent; he knows all about the Balmoral mine and has no objections to ventilating his views. He commences by telling me that a few years ago he took hold of the value of £10,000 out of the Mount McDonald district, principally from the Balmoral section, whilst working on tribute. He showed me a big of very rich specimens of quartz obtained from the Balmoral leases, some of which would "pin out" about two hundred ounces to the ton, and assured me that plenty of the same sort of stuff was available. If no one else believes in the substantial prospects of the Balmoral Mining Co., this practical miner certainly does, and it would appear that he has solid grounds for his confidence. "I am willing," he said, "with a twinkle in his eye," "willing" and the Company stops work and then I'll try my luck again." If all my worthy host told me is true, the Hongkong shareholders own a second Broken Hill, but with the very gratifying difference that instead of silver the Balmoral produces gold. However, the fact remains that this man has made a considerable sum of money, the ore being obtained as related above, and I satisfied myself that he is not the only fortune teller—for the benefit of the shareholders who were with me, that a "tributor" is a mine of wealth, and that wages and on his own account, returning to the owner of the ground a percentage according to his gains—who did well in the Mount McDonald rags.

After breakfast the signal is given "to coach," and now comes a most unpleasant part of the journey in a pair-horsed—what shall I call it? Those who have not visited the Colonies have yet to experience the terrors of a bush road and an up-country coach. The sensations from the road remind you of a sea during a typhoon, and the coach is a square box on wheels that are quite ignorant of any relationship to springs. Rain continued to come down in full force, rendering the situation just as uncomfortable as can well be imagined, for the roof and sides of the shabby vehicle were as leaky as the pocket of an inventor in Pajamas at 25. Woodstock being over 2000 feet above sea-level and the season mid-winter, the cold was intense; but having been "frozen stiff" (his expression) is a copyright) during the Blue Mountains, and not having thawed down, I found it quite impossible to get any colder. But while doing nothing these delights I am forgetting that the coach is rolling along, up hill and down dale, its rough country productive of nothing more or nothing less than the everlasting gum-tree, the chief feature of all Australian bush scenery. Here and there a "Cockatoo"—a cockatoo in bush parlance means a small farmer—a small home instead which relieves the eye, and it goes with it saying: "that our ancient friend, the persevering Colonial—there are generally called 'Chows'—the Colonies have a market garden adjoining the roadside, on a plot of ground that is neither field, meadow nor swamp. The entire journey is so dreadfully slow and uninteresting, that my chief attention is devoted to scientifically balancing myself from side to side of the coach so as to escape bodily harm as far as possible from the horrible jolting of that extraordinary article of conveyance. One thing in reference to the terrible road struck me forcibly, and that was how the large and heavy pieces of machinery alleged to be at the Balmoral mine could have been transported through such a country.

After ascending a series of hills Mount McDonald is reached at 11.30. Frankly, the first view of the place did not impress me favorably; and I don't know that an extended acquaintance with its beauties and other virtues very materially altered my first impressions. The picture presented was a shabby street of very insignificant

congregated from houses, with here and there, dotted about to the right and left, wood, bark, and small shanties of the type usually found in small mining districts. The coach, having found the mules at the Post Office, proceeded to the hotel. I had chosen as my habitation during my stay in the town. There were two establishments of the kind, and I selected that which I thought would be the quieter. It is kept by Miss Neville, a maiden lady of uncertain age, who did her utmost under difficulties to make me as comfortable as possible. With three or four other strangers having the same means of conveyance, and solitude quite an unknown quantity in the former, with the toughest "chow" that I had faced for generations, the discomfort of having to try your bath in a hand basin, and the never-ending row in all parts of the house I am at a loss in saying that no London lodging-house in "the Dials" was ever more prolific of the disturbing element than the high-class accommodation provided by the Mount McDonald Arms.

The dreary rain that witnessed our departure from Sydney, greeted us on arrival at the Mount, and it was not much of a solace to learn that the weather was by no means unusual for the time of the year, and that it was very unlikely to change for the next few weeks. And here let me at once admit that, from reliable information received after my return to Sydney, the weather people were right in their predictions. Hopefully giving up the idea of ever being able to venture out and keep dry, I lost no time in visiting the Balmoral mine and, as far as was possible, accomplishing the object of my visit. The conclusion arrived at, both on personal observation and from inquiries made in all directions where reliable information was likely to be obtained, do not amount to a very great deal and their value may be questionable; but at all events the shareholders of the Balmoral Mining Co. will be interested to know something from an independent source regarding their property.

The alleged gold-field is situated on the Abercrombie ranges, about thirty miles from the town of Carcoar. The country is very rugged and mountainous and distinctly unfavorable to extensive alluvial auriferous deposits; but a perfect network of quartz veins are met with in all directions. So far the workings are confined to quartz mining, the principal veins in the district being the Balmoral, Queen of the Mount, Grant's Amalgamated, and several others. Without entering into the geological details supplied to me by experts, it is sufficient to mention that the gold which is generally fine in the quartz, is evenly distributed through the quartz, there being also a total absence of what miners term cleavage, or face gold. This accounts for the cleanings yielding higher returns than is indicated by the outside appearances of the quartz.

Mr. H. W. S. Lee, Inspector of Mines for the New South Wales Government, paid an official visit to Mount McDonald in August, 1889, and in the course of a very interesting report speaks most favorably of the Balmoral prospects. He says:—"The Balmoral is a distinct line of reef from the Queen of the Mount. Several hundred tons of quartz were crushed from this reef averaging fully two ounces per ton. There are several other mines with good prospects of success. The following is the quartz crushing power on the field: Balmoral Gold Mining Co., 100 tons; Coleridge 8 head, 200 tons; the Balmoral 12 head, 200 tons; and the Mining Investment Association 20 head battery, making a total of 75-head and 200-horse-power. This expenditure of capital in quartz-crushing machinery proves that capitalists have faith in the permanency of the Mount McDonald gold field, and when taking into consideration the geological formation, the nature of the quality, and the depth of some of the mines already attained, no other conclusion can be arrived at than that the Mount McDonald gold-field will rank among the permanent reefs of the New South Wales. There is also a large tract of auriferous country within a few miles of Mount McDonald, which, if once developed, will add to the settlement of a permanent mining population."

The conditions of the Balmoral Co.'s properties mentioned in the foregoing extract still exist, and shareholders can rest assured that whatever may be the actual paying prospects of the concern, the mine is neither a wild-cat business nor a "sleazy" fraud. In the less than comprise the Balmoral the reefs are not so clearly defined as in the "Queen of the Mount" and "Balmoral" and the country is of a much harder nature. Only the most experienced miner can discern country rock from the reef, and it was represented to me that this fact to a great extent explains the low returns realized before work at the mine was stopped. Owing to inexperienced management a great quantity of rock was put through the mill with the reef quartz, the cost of picking preventing any attempt at separation being made.

The Balmoral Co. originally held over 22 acres, which has subsequently increased by the purchase of further leases to 73 acres—a huge and most valuable property should fall results accrue from working operations. The battery plant and compressor, with the dam, are situated in the dip of two hills, quite close to the mouth of the tunnel. The dam is said to be capable of holding a million gallons of water, and the machinery is of the most improved and modern types. The latter now comprises a powerful 20-head of stamps, four vanners, a Remington mill, a compressor plant driving five rock-drills, air-locks, etc. All this costly plant is in first-rate order.

The last report made by Mr. Jonathan Seaver, which has doubtless been seen by most of the shareholders, says that he has precisely the same opinion of the mine as when he reported on it two years ago. Mr. Seaver considers that ignorance and mismanagement have nearly ruined a good property, and several competent authorities who have recently visited the district confirm his views. It is an odd, from all I have seen and heard, to believe that such well-directed and competent management might only yet to turn out a remunerative one to shareholders. The Secretary of the Company informed me that he had arranged to put before the Directors several schemes with a view to giving the property a fair opportunity of showing its true value, and no doubt they will receive due consideration. Like many another promising enterprise, the Balmoral Company commenced with far too small a capital, and it has had the ill luck to fall in with a bad time both in Hongkong and New South Wales. And like the Panama concern, it has apparently been saddled from the beginning with a whole collection of rotten and incompetent shareholders. The shareholders now know the worst, they can rely only on the general accuracy of all I have written, and of course they must use their own judgment as to the policy to be carried out in the future. I should be inclined to rather under-estimate than exaggerate the prospects of success, especially on account of the unusually hard nature of the country, but under all circumstances I think it would be a great pity to abandon prospects that are certainly not hopeless, and on which a lot of money has been spent, without further exploitation.

My return journey to Sydney was accomplished under the depressing influence of continuous rain, which prevented me from enjoying the scenery, some of which, especially near the Blue Mountains, is exceedingly beautiful. And I was most thankful to be back again, safe and sound, in my comfortable quarters at the Oxford Road.

"PRINCESS TOTO."

Now that the nervousness and crudity inseparable from "first nights" has had time enough to wear off, and the unbounded reveries of the "festive season" (copyright expression) have left most people to sober down, and roared steadily under true colours, the Amateur Dramatic Society's efforts in the way of entertaining us may fairly be judged on their merits, without excuses for flaws and without circling at trifles. Many points not at first very apparent have now developed better, and many ideas have suggested themselves after a little acquaintance with this wonderful production.

First, as to the author—Mr. W. S. Gilbert. Many of his works have attained a popularity which is simply colossal, while other productions from the same facile pen have reached an equally colossal waste-paper basket. "Princess Toto" was thrown in the latter direction, but just missed; that is to say, it struggled into publicity for a moment, but was not accorded much of a welcome, and so is only just a peg above the rank of oblivion. The only reason we can see for its failure is that Gilbert's satire is often too subtle for "the million"; as with Artemus Ward, clever hits follow each other so quickly that the ordinary intellect misses half of them. Artemus learnt the necessity of carefully labelling each "gag," so as to save people the trouble of keeping on the alert. Gilbert, with magnificent cynicism, continued to supply the public alternately with "easy jokes" and deeper ones, and to enjoy his own joke on the people who could not "get" his "quickly enough."

The composer, Frederick Clay, may no doubt be a genius in his own line, or a whole host in himself; but he has certainly not suited Gilbert's libretto anything like so well as Sullivan, or Cellier. There is nothing very striking in the score of the opera at all. The grotesque style of music, illustrated in the march "With life and drum," and the Indian war dance of the "Hoppetygigs," is feeble by comparison with, for instance, the Polka-march songs in the "Pirates of Penzance," and the love songs in "Tootsie." It is very ordinary.

The A. D. C. however, selected "Princess Toto" in preference to regular pantomime, which is always more adaptable to local circumstances than an opera, but is *infra dig* for ambitious amateurs, and requires originality. The resources at the disposal of the Committee probably leaved this season than in any preceding one. However, that is their misfortune, not their fault. But surely it was a fault on somebody's part to dress practically the whole Lament family in lights!

Of the actresses, Mrs. Hagen, as maid and chambermaid of the Princess in all her adventures, acted with a natural art (a borrow a quarrel from Ruckin) and a graceful *versus* charming to behold; while her singing it is sufficient to say that she has never been heard to better advantage. The leading part was taken by Mrs. Mitchell, who in spite of all her experience on the stage, still takes half the evening to overcome her diffidence and brighten up. Her singing is distinctly good throughout, and in it she seems more at ease; but in the dialogue, and the more impressive parts appear to be "rushed" and thereby weakened; while the diller parts seem unduly prominent. The maid-of-honour, Miss Lamont, has very little to do, but does it satisfactorily.

Of the actors, the leading character is a wood-manservant. The hero-in-chief, Prince Doro (Mr. G. P. Lamont) strikes one principally as a man with no trousers; so that his hands in which is far more embarrassing to him than anything else. He works the "semaphore act" with them, and flutters his chest protector considerably; but that grows monotonous after an hour or so. He ought to wear a bigger cloak, and so get rid of them; or else have a watch-chain to play with when not otherwise busy. In the more telling passages, he lacks animation, and might learn a lesson or two from the Marionette show at West Point between theatre evenings. Mr. Grace, as the King, affords perhaps no particular opportunity for adverse criticism, but he certainly does nothing to create wild enthusiasm over his talents. He sings well, but his acting is uneventful, so to speak. *Capitot* and *Tremblant* are parts evidently intended to give a pair of low comedy as a whole, opening for inventive genius; but the Hongkong A.D.C. will have nothing to do with anything that is low! The first-named *de la* of importance to the plot of the piece, and apart from the besetting sin of omission Mr. Darby does no injustice to the character; but his partner is a pure suppositum, and Mr. Blayney could only justify his existence by introducing "business," which however he only does in the Hoppetygig act, and that not much. These two are the men who ought to fill in the blanks throughout the play; but they don't. *Princess Toto* (Mr. Osborne) is even more fanciful. As a whole, the production is an order of severity and tactful penetration, and though the two last mentioned, to supply most of the liveliness of this "comic" opera, he is nothing short of being phenomenally dismal. As to the fitted prince's two attendants, perhaps Gilbert intended them to be depicted as a pair of slumping noodles, or lay-fingers; or perhaps nature is too strong in the artists; but anyhow they are distinctly uninteresting. It would be an improvement if some of the choruses were to stick pins in them now and then; they would at least jump. The choruses are excellent—this is the one subject on which we can find nothing but praise, and no praise too high, whether for the genius who arranged the dances and marches, or for the ladies and gentlemen who executed them; and the very highest praise of all must go to the charming little skirt dancer, the infant Skitchley.

THE "TALKOO" ATHLETIC SPORTS.

The annual meeting of the Talkoo Athletic Club was held on the Club's ground at Quarry Bay on New Year's Day, in the presence of a large number of spectators, the numerous friends of the competitors turning out in strong force. Favored with delightful weather the sports proved an unqualified success, the various events, which were most keenly contested, being watched with much interest. A series of side shows and games for children, arranged and most successfully carried out by Messrs. D. Currie and J. Lochead, afforded vast amusement, not only to the juveniles present but also to the hordes of Celestials who witnessed the proceedings from the public road. Mr. Currie's clever whistling deserves special mention, and added no slight degree to a most enjoyable afternoon's entertainment. At the conclusion of the sports the prizes were presented to the successful competitors by Miss Lissie Kerr. Results are appended:—

ONE HUNDRED YARDS FLAT RACE.—Prize presented by Mr. G. Kaoblock.—G. C. Kirkpatrick, first; D. Currie, second; F. W. White, third; C. Blake, 4th; O. Wedell, 5th. After a capital race Kirkpatrick gained the award by a very short distance, while being an excellent third.

BROAD JUMP.—Prize presented by Mr. J. Blake.—F. W. White, first; F. Shuster, second. Messrs. J. Collis and O. Wedell also competed.

TWO HUNDRED YARDS RACE.—Prize presented by Mr. Chan Ah Tong.—G. C. Kirkpatrick, first; D. Currie, second; F. W. White, third. Kirkpatrick led from the start and won easily.

PLACING ORANGES.—Prize presented by Mr. J. Lochead. O. Wedell, first; T. Grimshaw, F. Eckoff, F. W. White, C. Blake, D. Currie, and R. Stuart also competed.

PIG HUNT.—Prize presented by Mr. D. Currie. J. Collis succeeded in securing the lively young porker after a hard struggle with T. Grimshaw, R. Pirrie, R. Dickson, F. Shuster, J. Patterson, R. Ferguson and C. Bobbe.

PUTTING THE SHOT (50 lbs.).—Prize presented by Mr. J. Blake. R. Aiken, 32 ft. 7 in., first; R. Pirrie 29 ft. 6 in., second. The other entries were Thos. Shand, F. White, J. Collis, and O. Wedell.

VETERANS' RACE, 100 YARDS; open to men of over 40 years of age; hand-picked yards for years.—Prize presented by Mr. Tal Woo Loong.—N. Macdonald, first; J. Harvie, second; F. Eckoff, third; C. Bobbe, 4th. "Mac" had the best of the race throughout and won pretty easily at last.

OBSTACLE RACE.—Prize presented by Mr. J. Lochead.—There were six starters for this event and T. Grimshaw, negotiating the obstacles in grand style, won just as he liked from D. Currie, F. Shuster, C. Blake, R. Pirrie, and O. Wedell.

THROWING THE HAMMER.—Prize presented by the Talkoo Club.—T. Shand, 71 feet, first; R. Aiken, 61 feet 9 in., second; R. Pirrie, 51 feet, 3rd.

HALF-MILE FLAT RACE.—Prize presented by Mr. J. Harvie.—There were only two starters and Kirkpatrick held Pirrie safe all the way and won without being once extended.

SACK RACE (50 yards).—F. W. White, first; D. Currie, second. R. Dickson, T. Grimshaw, R. Pirrie, and O. Wedell also competed. As usual this event caused considerable amusement, and after a close finish White won rather cleverly.

ONE HUNDRED YARDS HURDLE RACE.—Prize presented by Mr. Jack Ah Young. G. C. Kirkpatrick, first; F. W. White, second. The other starters were C. Blake, T. Grimshaw, D. Currie, F. Shuster, and O. Wedell. Kirkpatrick won easily.

EGG AND SPOON RACE (50 yards).—Prize presented by the Talkoo Club. A. not altogether an excellent exhibition, which, however, was cleverly won by R. Pirrie, defeating C. Blake, J. Milligan, R. Dickson, D. Currie, F. W. White, R. Stuart, T. Shand and O. Wedell.

VISITORS' RACE (100 yds).—Prize presented by the Talkoo Club.—J. MacAusland proved the victor in this contest, showing his heels to G. C. White and D. Symington, winners of heats, but only after a severe and close struggle.

HIGH JUMP.—Prize presented by Talkoo Club.—F. Shuster won by clearing 4 ft. 8 inches in good style, defeating F. W. White, G. C. Kirkpatrick, and O. Wedell.

THREE LEGGED RACE (100 yards).—Prize presented by Talkoo Club.—D. Currie and G. C. Kirkpatrick, first; J. Harvie and T. Shand, second. The other pairs were T. Grimshaw and F. W. White, C. Blake and J. Andrews, and R. Pirrie and J. Wilson.

CONSOLATION RACE (200 yards).—Prize presented by Dr. A. Cowie.—D. Currie, first; J. Andrews, second.

TWO-OF-WAR.—In the 21. Outside Men—ten men a side. The Outside representatives, captained by Mr. J. Bl. ke, won a most exciting struggle after a long and very severe trial. Mr. J. Lochead "bossed" the losing team.

THE CHAMPION CUP, presented by Mr. J. H. Scott to the winner of most events, was won by Mr. G. C. Kirkpatrick, who made an excellent record in the pedestrian line.

ENGINEERS AS OFFICERS OF AMERICAN VESSELS.

The United States House of Representatives has passed a bill which reads in full as follows:—"Be it enacted, etc., that section 4131 of the revised Statutes of the United States be amended so as to read as follows:—"Section 4131.—Vessels registered pursuant to law, and no others except such as shall be duly qualified, according to law, for carrying on the coasting trade and fisheries, or one of them, shall be deemed vessels of the United States, and entitled to the benefits and privileges pertaining to such vessels; and they shall not enjoy the same longer than they shall continue to be wholly owned by citizens, and to be commanded by a citizen of the United States. And officers of vessels of the United States, including engineers and assistant engineers of all steam vessels, shall in all cases be citizens of the United States."

"Provided, however, that in cases where on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is, for any reason, deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the death of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to any port of the United States; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer."

SHIPOWNERS AND THE EMPLOYERS LIABILITY BILL.

The Shipowners' Parliamentary Committee have issued to members of the House of Commons the following statement in reference to the Employers' Liability Bill:—"Referring to the above bill, I am instructed by this committee to respectfully direct your attention to the important fact that the most careful shipowners cannot do more than take every possible precaution to send his vessel to sea properly equipped and properly manned. When the shipowner has done this, and when the vessel is at sea—possibly thousands of miles away from a home port—supervision upon his part is inevitably at an end. The Select Committee of the House of Commons, which, in 1886, inquired into the question of the liability of shipowners to their employees—before which committee both shipowners and seamen gave evidence—fully recognised the essentially different conditions between employment upon sea and land, and in consequence reported that:—"The benefits of the Employers' Liability Act, 1880, should be extended to seamen in case of accidents arising in home ports. As regards accidents occurring elsewhere than in home ports, the operation of the Act should be limited to those arising from defective equipment." The Right Hon. Henry Matthews, M.P., has placed upon the paper the following amendment (which is intended to give effect to the recommendations of the Select Committee of 1886):—"After clause 6 insert the following clause:—"In the case of a workman employed on board a British ship who shall sustain any personal injury elsewhere than in a port of the United Kingdom, the employer shall not be liable under this Act to pay compensation for the injury unless it is caused by a defect in the condition of the ship, or of the tackle, furniture, apparel, machinery, or other equipments of the ship existing at the time when the ship last proceeded to sea from a port of the United Kingdom, and the defect or the failure to discover or remedy the defect arose from the negligence of the employer, or of some person entrusted by him with the duty of seeing that the condition of the ship or of the tackle, furniture, apparel, machinery, or other equipments thereof

is safe and proper. I am directed by this committee to respectfully and earnestly ask your support to Mr. Matthews' amendment for the reasons above stated.—I am, Sir, your obedient servant, W. H. Cooke, Secretary."

FOOD FOR CONSUMPTIVES.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but it heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases, both for adults and children, it is a marvellous food and medicine. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Adv.*

CHINA COAST METEOROLOGICAL REGISTER.

3rd January, 1894.—At 4 p.m.

STATION.	Bar.	Therm.	Wind.	Clouds.	Sea.
Whampoa	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1

4th January, 1894.—At 10 a.m.

STATION.	Bar.	Therm.	Wind.	Clouds.	Sea.
Whampoa	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1
Yongwai	30.15	51	NE	1	1

4th, 10 a.m. Barometer falling. Gradients rather steep for north-east winds. Sea moderate. Weather fine. 1.—Thermometer reduced to level of the sea in inches, tenths and hundredths in the shade (at depth of 4 feet). 2.—Humidity in percentage of saturation. The humidity of air saturated with moisture being 100. 3.—Direction of the wind to the right of the vessel according to the compass scale. 4.—State of the weather. 5.—Direction of clouds. 6.—Direction of rain. 7.—Height of rain. 8.—Direction of fog. 9.—Direction of snow. 10.—Direction of hail. 11.—Direction of sleet. 12.—Direction of drizzle. 13.—Direction of mist. 14.—Direction of smoke. 15.—Direction of steam. 16.—Direction of smoke. 17.—Direction of steam. 18.—Direction of smoke. 19.—Direction of steam. 20.—Direction of smoke. 21.—Direction of steam. 22.—Direction of smoke. 23.—Direction of steam. 24.—Direction of smoke. 25.—Direction of steam. 26.—Direction of smoke. 27.—Direction of steam. 28.—Direction of smoke. 29.—Direction of steam. 30.—Direction of smoke. 31.—Direction of steam. 32.—Direction of smoke. 33.—Direction of steam. 34.—Direction of smoke. 35.—Direction of steam. 36.—Direction of smoke. 37.—Direction of steam. 38.—Direction of smoke. 39.—Direction of steam. 40.—Direction of smoke. 41.—Direction of steam. 42.—Direction of smoke. 43.—Direction of steam. 44.—Direction of smoke. 45.—Direction of steam. 46.—Direction of smoke. 47.—Direction of steam. 48.—Direction of smoke. 49.—Direction of steam. 50.—Direction of smoke. 51.—Direction of steam. 52.—Direction of smoke. 53.—Direction of steam. 54.—Direction of smoke. 55.—Direction of steam. 56.—Direction of smoke. 57.—Direction of steam. 58.—Direction of smoke. 59.—Direction of steam. 60.—Direction of smoke. 61.—Direction of steam. 62.—Direction of smoke. 63.—Direction of steam. 64.—Direction of smoke. 65.—Direction of steam. 66.—Direction of smoke. 67.—Direction of steam. 68.—Direction of smoke. 69.—Direction of steam. 70.—Direction of smoke. 71.—Direction of steam. 72.—Direction of smoke. 73.—Direction of steam. 74.—Direction of smoke. 75.—Direction of steam. 76.—Direction of smoke. 77.—Direction of steam. 78.—Direction of smoke. 79.—Direction of steam. 80.—Direction of smoke. 81.—Direction of 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The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—100 per cent. prem., sales and buyers.
 The National Bank of China, Ltd.—on £8.00 paid up—25, sales and buyers.
 The National Bank of China, Ltd.—Founders shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, nominal.
 Chinese Imperial Loan of 1884 B—2 1/2 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$100 per share, sales and buyers.
 China Traders' Insurance Company—\$55 per share, sales and buyers.
 North China Insurance—Tis. 135 per share, buyers.
 Canton Insurance Company, Limited—\$141 per share, sellers.
 Yangtze Insurance Association—\$50, sellers.
 On Tai Insurance Company, Limited—Tis. 15 per share.
 Hongkong Fire Insurance Company—\$202 per share, sales and buyers.
 China Fire Insurance Company—\$81 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, sales and buyers.
 China and Manila Steam Ship Company—\$56 sales and buyers.
 Indo-China Steam Navigation Company, Limited—37 1/2 per cent. discount, sales and buyers.
 Douglas Steamship Company—\$42, sales and sellers.
 The Steam Launch Co., Limited—\$20 per share, buyers.
 Hongkong and Whampoa Dock Company—80 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$18 per share, sellers.
 Hongkong Hotel Company—\$14 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$30.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamrock Hotel Co., Limited—\$4 per share, sellers.
 Funing Mining Co.—\$8 1/2 per share, sales and sellers.
 The Raab Gold Mining Co., Limited—\$4 1/2 per share, sales and sellers.
 The Balmoral Gold Mining Co., Limited—\$1.10 per share, sales and sellers.
 Société Française des Charbonnages du Tonkin—\$75 per share, buyers.
 The Jebsen Mining and Trading Co., Limited—\$5 1/2 sales and buyers.
 New Islands Mining Co., Limited—nominal.
 London and Pacific Petroleum Co., Ltd.—sts.
 China Sugar Refining Company, Limited—\$185 per share, sellers.
 Luon Sugar Refining Company, Limited—\$35 buyers.
 A. S. Watson & Co., Limited—\$101, buyers.
 Dakin, Cruickshank & Co., Limited—\$1 1/2 per share, sales and buyers.
 Hongkong Dairy Farm Co., Limited—\$4 1/2 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$9 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$55 sales and buyers.
 The West Point Buildings Co., Limited—\$20 per share, sellers.
 H. G. Brown & Co., Limited—\$7 1/2 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$36 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
 Hongkong Gas Company—\$110 per share, buyers.
 Hongkong Ice Company—\$81 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$5 per share, sellers.
 The Green Island Cement Co.—\$5 1/2, sales and buyers.
 The Hongkong Electric Light Co., Limited—\$4 1/2 sellers.
 The Hongkong Steam Laundry Co., Limited—\$35 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$62 ex Div. buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/2 1/2
 Bank Bills, on demand 2/3
 Bank Bills, at 4 months' sight 2/3
 Credits at 4 months' sight 2/3 1/2
 Documentary Bills, at 4 months' sight 2/3 1/2
 ON PARIS—
 Bank Bills, on demand 2.83
 Credits, at 4 months' sight 2.90
 ON INDIA—
 T. T. 179
 On Demand 179 1/2
 ON SHANGHAI—
 Bank, T. T. 7 1/2
 Private, 30 days' sight 7 3/4

VISITORS AT THE HONGKONG HOTEL.

Mr. & Mrs. G. Arncliffe. Mr. R. Lyall.
 Mr. C. W. Balington. Mr. P. E. Shean.
 Mr. J. de Rosa Barros. Mr. J. McWilliams.
 Mr. W. F. de Belhabie. Mr. Min.
 Mrs. von Bronsdorf. Mr. T. Mitchell.
 Mr. & Mrs. Campbell. Rev. J. M. Morton.
 Miss C. W. Davis. Mr. H. J. Pearce.
 Mr. R. D. Dummell. Mr. A. B. Pearson.
 Mr. & Mrs. G. Eckley. Mr. H. W. Pearce.
 Mr. W. F. Fletcher. Mrs. F. von der Pfordten.
 Mr. H. A. Foster. Mrs. von der Pfordten.
 Mrs. G. Henderson. Mrs. von der Pfordten.
 Count J. d'Hunolstein. Mr. H. H. Riley.
 Count H. d'Hunolstein. Mr. C. S. H. Sall.
 Mr. J. Kirkwood. Mr. & Mrs. T. E. Sanson.
 Mr. & Mrs. C. A. Knight. Prof. and Mrs. Selma.
 Baron and Baroness de Ladorio. Mr. P. E. Shean.
 Mr. & Mrs. G. Eckley. Mr. H. W. Pearce.
 Mr. & Mrs. O. W. Count de Spangenberg.
 Miss N. Lindholm. Captain Tillet.
 Miss A. Lindholm. Mr. T. Winchler.
 Miss A. Lindholm. Captain W. S. Wyles.
 Mr. A. E. Lockard.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. East. Mr. J. M. Murray.
 Capt. and Mrs. Hunt. Mr. A. Findlay-Smith.
 Mr. MacLean. Mr. A. Stokes.
 Mr. Medhurst. Capt. & Mrs. Welman.
 Capt. and Mrs. Moore. Mr. F. E. White.

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer *Océanien*, with the outward French mail, left Singapore on the 4th instant, and may be expected here on the 11th.

THE AMERICAN MAIL.
 The P. & O. S. S. Co.'s steamer *Pera*, with mails, &c., from San Francisco, left Yokohama on the 1st instant, and may be expected here on the 6th.
 The O. & O. S. S. Co.'s steamer *Océanien*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 22nd instant.

THE INDIAN MAIL.
 The steamer *Arratoon* *Apar*, from Calcutta, left Singapore on the 30th ultimo, and may be expected here on the 5th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Tekran* from Bombay, left Singapore on the 1st instant, and may be expected here on the 7th.
 The C. M. steamer *Kaimun*, from Glasgow and Liverpool, left Singapore on the 29th ult., and may be expected here on the 5th instant.
 The P. & O. S. N. Co.'s steamer *Canlon* left London for this port on the 22nd ultimo.
 The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 16th ultimo.

Shipping.

ARRIVALS.
 HANOI, French steamer, 739, J. V. Chodko, 3rd January—Halphong 31st Dec., and Hoihow 2nd Jan., Rice, Pigs and General—A. R. Mart.
 LOKSANG, British steamer, 978, Moncur, 4th Jan.—Samarang 25th Dec., Sugar—Jardine, Matheson & Co.
 KAITUM, British steamer, 997, Sutherland, 4th January—Canton 4th January, General—Butterfield & Swire.
 PROTOS, German steamer, 947, H. Johansen, 4th Jan.—Moff 30th Dec., Coal—Wiel & Co.
 KUNGPAT, Chinese steamer, 602, Fryast, 4th Jan.—Wuhu 29th Dec., Rice—C. M. S. N. Co.
 IRENE, German steamer, 2,061, R. Schuler, 4th January—Hamburg, and Singapore 27th Dec., General—Siemens & Co.
 AVOCHIE, British steamer, 1,056, T. Rowlin, 4th Jan.—Salon 28th Dec., Rice—McLachlan & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Devawongsi, British steamer, for Hoihow.
Kaitum, British steamer, for Swatow, &c.
Kaitum, British steamer, for Shanghai.
Wootan, German steamer, for Amoy.
Gluckburg, German steamer, for Saigon.
Holstein, German steamer, for Saigon.
Zaffro, British steamer, for Amoy, &c.
Rivierdale, British steamer, for Hongay.

DEPARTURES.

January 3, *Fitching*, British str., for Canton.
 January 4, *Thomas*, British str., for Shanghai.
 January 4, *Triton*, German steamer, for Saigon.
 January 4, *Esmeralda*, British str., for Manila.
 January 4, *Progress*, British str., for Toulon.
 January 4, *Belgia*, British str., for Nagasaki, &c.
 January 4, *Devawongsi*, British steamer, for Hoihow, &c.
 January 4, *Kohila*, British str., for Hoihow.
 January 4, *Holstein*, German str., for Saigon.
 January 4, *Zaffro*, British str., for Shanghai.
 January 4, *Gluckburg*, German steamer, for Saigon.

PASSENGERS—ARRIVED.

Per *Hanoi*, from Halphong, &c.—Capt. Veron, Messrs. M. Pourand, R. P. Soriano, and 34 Chinese.
 Per *Irene*, from Singapore, &c.—200 Chinese.

DEPARTED.

Per *Mogul*, for Yokohama—Mrs. Holme and 3 children.
 Per *Belgia*, for Nagasaki—Messrs. J. R. Freme, C. S. G. Lloyd, and a Japanese.
 Per *Kohila*, for Hoihow—Mrs. Holme and 3 children.
 Per *Holstein*, for Saigon—Mrs. Holme and 3 children.
 Per *Zaffro*, for Shanghai—Mrs. Holme and 3 children.
 Per *Gluckburg*, for Saigon—Mrs. Holme and 3 children.
 Per *Hanoi*, for Shanghai via Foochow—Mr. M. Smith.

REPORTS.

The British steamship *Lohang* reports that she left Samarang on the 25th ultimo. From Samarang to Caba Island had moderate winds and heavy weather; thence to port fresh monsoon with high sea.
 The Chinese steamship *Kungshai* reports that she left Wuhu on the 29th ultimo. Had light winds from Chinkiang to Peshans. From Peshans to Pedro Blanco had strong monsoon; thence to port had moderate breeze.
 The British steamship *Avonch* reports that she left Saigon on the 28th ultimo. From Saigon to Varella had strong monsoon and high sea. Anchored 13 hours in Cam-ran Bay; thence to North reef had moderate winds and overcast weather; and thence to port had strong monsoon and high sea.

THE FRENCH STEAMSHIP *Hanoi* reports that she left Halphong on the 31st ultimo, and Hoihow on the 2nd instant. In the Gulf of Tonkin had moderate monsoon. In the Straits of Malacca had moderate north-east monsoon and foggy weather. In the China Sea had very strong east-north-east monsoon and rough sea, washing decks constantly, from the Middle Buoy up to Ladrones.

Post Office.

A MAIL WILL CLOSE.
 For Macao—Per *Hungnam* to-day, the 4th instant, at 3.30 P.M.
 For Shanghai—Per *Peking* to-day, the 4th instant, at 3.30 P.M.
 For Saigon—Per *Gluckburg* to-day, the 4th instant, at 3.30 P.M.
 For Singapore, London, and Hamburg—Per *Glasgow* to-day, the 4th instant, at 3.30 P.M.
 For Amoy and Manila—Per *Zaffro* to-day, the 4th instant, at 3.30 P.M.
 For Swatow, Amoy & Foochow—Per *Hanoi* to-day, the 4th instant, at 3 P.M.
 For Canton—Per *Peking* to-day, the 4th instant, at 3 P.M.

For Swatow and Shanghai—Per *Kaitum* to-morrow, the 5th instant, at 9.10 A.M.
 For Shanghai—Per *Hungnam* to-morrow, the 5th instant, at 11.30 A.M.
 For Nagasaki, Kobe, and Yokohama—Per *Verona* to-morrow, the 5th instant, at 11.30 A.M.
 For Shanghai—Per *Kwangshai* to-morrow, the 5th instant, at 3.30 P.M.
 For Halphong—Per *Hanoi* on Saturday, the 6th instant, at 3.30 A.M.
 For Straits and Calcutta—Per *Wingiang* on Saturday, the 6th instant, at 11.30 A.M.
 For Singapore—Per *Canlon* on Saturday, the 6th instant, at 3.30 P.M.
 For Straits and Bombay—Per *Stura* on Tuesday, the 9th instant, at 11.30 A.M.
 For Kobe—Per *Chingto* on Tuesday, the 9th instant, at 2.30 P.M.
 For Nagasaki, Kobe, Yokohama, and San Francisco—Per *Pera* on Friday, the 12th instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 24th instant, at 11.30 A.M.

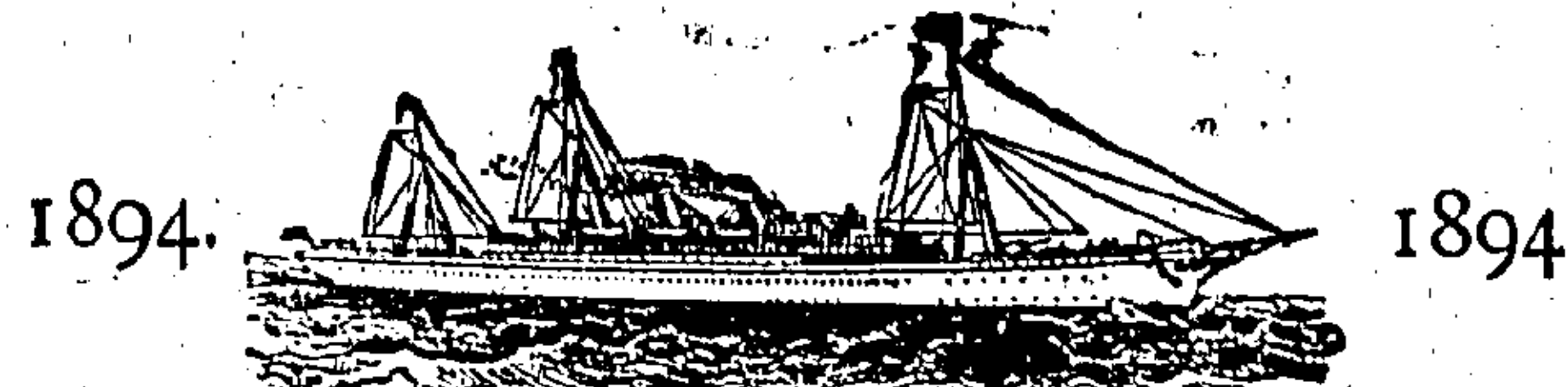
SHIPPING IN HONGKONG.

STEAMERS.
 ALWENT, German steamer, 400, C. Petersen, 24th Dec.—Pakhoi 21st Dec., and Hoihow 23rd, General—Wiel & Co.
 BOMBAY, British steamer, 2,047, R. J. Sleeman, 31st Dec.—London, 11th Nov., and Singapore 24th Dec., General—P. & O. S. N. Co.
 CASTUS, German steamer, 1,504, M. Urmh, 31st Jan.—Kobe 28th Dec., General—Siemens & Co.
 CHINGTO, British steamer, 1,451, R. Innes, 2nd Jan.—Sydney 12th Dec., General—Butterfield & Swire.
 CHUYUNG, Chinese steamer, 1,211, C. R. Noll, 25th Dec.—Moff (Japan) 19th Dec., General—C. M. S. N. Co.
 CICKRO, British steamer, 1,034, A. George, 2nd Jan.—Samarang (Java), 22nd Dec., General—Arnold, Karberg & Co.
 CROMARTY, British steamer, 1,864, W. S. Duncan, 2nd Jan.—Sourabaya (Java), 22nd Dec., Sugar—Jardine, Matheson & Co.
 DEUTEROS, German steamer, 1,902, W. A. Dinne, 25th Dec.—Samarang 12th Dec., Sugar—Siemens & Co.
 EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 2nd Jan.—Vancouver 10th Dec., Victoria 11th, Yokohama 16th, Kobe 21st, Nagasaki 26th, and Shanghai 31st, General—C. P. R. Co.
 FAMA, British steamer, 1,127, Captain McIsaac, Hongkong Government tender.
 GLAMORGANSBER, British steamer, 1,849, E. T. Jackson, 2nd Jan.—Moff 28th Dec., General—Dodwell, Carilli & Co.
 HANGCHOW, British steamer, 900, C. Derby, 5th Jan.—Sourabaya 23rd Dec., General—Butterfield & Swire.
 HAITAN, British steamer, 1,184, F. D. Goddard, 3rd Jan.—Foochow 30th Dec., Amoy 1st Jan., and Swatow 2nd, General—D. L. Lark & Co.
 KWANGSHAI, Chinese steamer, 1,504, Lincoln, 3rd Jan.—Canton 3rd Jan., General—C. M. S. N. Co.
 NANTANG, German steamer, 1,050, F. Schultz, 2nd Jan.—Wuhu, and Chinkiang 27th Dec., Rice—Siemens & Co.
 PERA, CHINA CHAM KLAU, British steamer, 1,012, J. A. Morris, 30th Dec.—Bangkok 21st Dec., and Angkor 23rd, General—Yuen Fat Hong.
 PICCOLA, German steamer, 768, E. Hass, 22nd Dec.—Salon 15th Dec., Rice—McLachlan & Co.
 POLLUX, German steamer, 808, J. C. Ceffen, 26th Nov.—Sourabaya 8th Nov., and Singapore 14th, Sugar and General—McLachlan & Co.
 PROPONTIS, British steamer, 1,300, W. H. Farrand, 28th Dec.—Singapore 19th Dec., General—Chu Wo Lan.
 PROGRESS, German steamer, 637, J. Jensen, 20th Dec.—Moff 24th Dec., Coal—Jardine, Matheson & Co.
 RECORDER, British telegraph steamer, 676, R. A. E. Brereton, 19th Dec.—Hainan Bay 18th Dec., Telegraph cable—E. A. & C. Telegraph Co.
 STURA, Italian steamer, 1,416, De Negri, 31st Dec.—Bombay 9th Dec., General—Carlson & Co.
 TAKSANG, British steamer, 977, Freeman, 2nd January—Sourabaya (Java), 22nd Dec., Sugar—Jardine, Matheson & Co.
 TAMARIND, Norwegian steamer, 739, L. Costberg, 1st Jan.—Hongay 28th Dec., Coal—Jardine, Matheson & Co.
 TOTO MARI, Japanese steamer, 1,500, J. G. Edwards, 28th Dec.—Moff 23rd Dec., Matches and Coal—Jardine, Matheson & Co.
 VERONA, British steamer, 1,876, C. H. S. Toogues, R.N.R., 1st Jan.—Yokohama 23rd Dec., Mails and General—P. & O. S. N. Co.
 WINGANG, British steamer, 1,517, A. de St. Croix, 31st Dec.—Calcutta 13th Dec., Penang 20th Dec., and Singapore 23rd, Opium and General—Jardine, Matheson & Co.
 WOOTAN, British steamer, 1,127, W. E. Sawyer, 1st Jan.—Moff 27th Dec., Coal—Jardine, Matheson & Co.
 WOOTAN, German steamer, 1,018, A. Ott, 30th Dec.—Toulon (Java), 22nd Dec., Sugar—Laritz, Weggen & Co.
 ZAFFRO, British steamer, 675, A. W. R. Cobban, 2nd Jan.—Manila 30th Dec., General—Shewan & Co.

SAILING VESSELS.

ALFRED HAWLEY, British bark, 412, W. Llewellyn, 15th Nov.—Whampoa 15th November, Ballast—Order.
 BANGALORE, British bark, 1,100, Congdon, 4th Dec.—New York 28th July, Rice—Shewan & Co.
 BASTUR, German bark, 348, H. Eggers, 14th Oct.—Amoy 4th Oct., Sugar—Wiel & Co.
 BEKIM, American ship, 1,152, Whitmore, 21st Nov.—New York 10th June, Kerosene Oil—Order.
 C. ROBERTS, German bark, 167, Lowenens, 27th Dec.—Keelachinas 17th Dec., Coal—Wiel & Co.
 CLARA JACKSON, British schooner, 32, Charles Butcher, 3rd Dec.—Sydney 21st March, General—Gibb, Livingston & Co.
 KITT, British bark, 805, H. Wilson, 1st Dec.—Whampoa 1st December, Ballast—Captain.
 LOTHIAN, Italian bark, 794, Juan B. Cabrera, 10th Nov.—Callao 30th Oct., General—D. Wasse & Co.
 MACMILLAN, British ship, 1,450, Robert Guthrie, 4th Dec.—Cardiff 22nd July, Coal—Government.
 MARTHA ROCKHAW, German ship, 276, Ed. Melnick, 11th Oct.—Philadelphia 21st May, Petroleum—Order.
 MARY BLAIR, British bark, 528, Thos. Ashkin, 10th Dec.—Albany, W.A., 27th October, Sandalwood—Order.
 NAM SHUN SING, Chinese ship, 308, Lok Li Tong, 23rd August—Salon 24th August, Wood—Yong Kee & Co.
 SERRANO, American bark, 326, R. G. Waters, house, 26th Dec.—Macao 23rd Dec., General—Order.
 WILKINSON, British ship, 664, S. Lancaster, 24th Nov.—New York 23rd Jan., Petroleum—McLachlan & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 24th January, '94
 EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 21st February, '94
 EMPRESS OF JAPAN—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 21st March, '94

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 Hongkong, 27th December, 1893.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.
Pera (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 12th Jan., at Daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 1st Feb., at Daylight.
City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Friday, 23rd Feb., at Daylight.

THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA & YOKOHAMA, on SATURDAY, the 13th January, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 27th December, 1893.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

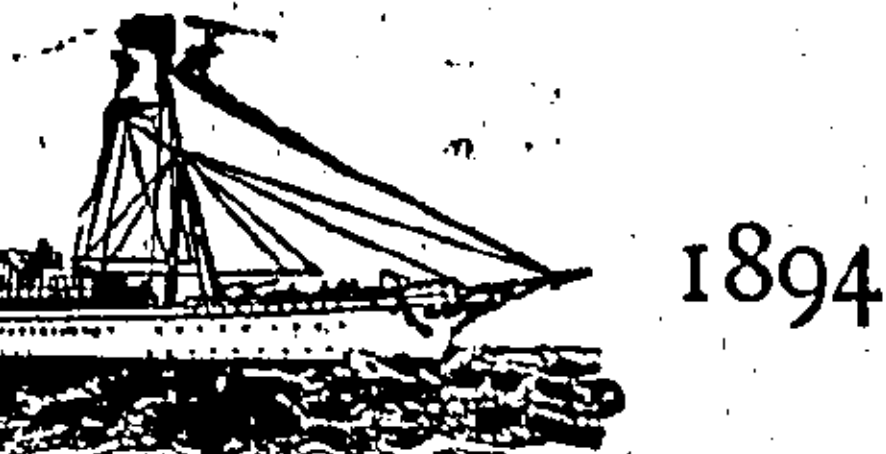
JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special prices for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., Chief Sanitary Engineer, Local Government Board, London, says:
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1893.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
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For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 Hongkong, 27th December, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama & Honolulu) Wednesday, 24th Jan., at Daylight.
Gaule (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 14th Feb., at Daylight.
Belle (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 15th March, at Daylight.

THE Steamship

"OCEANIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 24th Jan., at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

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Passengers who